

**BY ORDER OF THE COMMANDER
910TH AIRLIFT WING**

**910TH AIRLIFT WING
INSTRUCTION 63-1001**



13 JULY 2010

Acquisitions

**AIRCRAFT STRUCTURAL INTEGRITY
PROGRAM**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements, AFI 63-1001, *Aircraft Structural Integrity Program*, and Technical Order (T.O.) 1C-130-101, *Implementation of C-130 Series Aircraft Usage Report*. It establishes procedures for compliance with the Aircraft Structural Integrity Program (ASIP). This publication applies to all Maintenance Group (MXG) and Operations Group (OG) personnel assigned at Youngstown Air Reserve Station, Ohio. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF 847 directly to the 910 MXG/MXQ at Youngstown ARS, OH. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afrims/afrims/>.

SUMMARY OF CHANGES

The document has been substantially revised and must be completely reviewed entirely.

1. General Information.

1.1. Maintenance reporting is necessary to determine frequency of inspections on aircraft. Repairs that are installed on primary structure can change standard inspection requirements or necessitate new inspections in order to insure the safety of the aircraft. Usage reporting from the OG is used to establish the inspection intervals for the aircraft, determine the service life of major components and the schedule of aircraft retirements. The replacement of the center and outer wings are predicted from this data.

1.2. The C-130 ASIP is managed by the C-130 System Program Office, WR-ALC/LBRA. This office analyzes data provided by unit Operations and Maintenance functions using a web based program called Automated Inspection, Repair, Corrosion and Aircraft tracking (AIRCAT). Operations personnel input aircraft usage data using the Usage Data Input (UDI) segment and Maintenance personnel utilize the Inspection, Corrosion And Repair Recording (ICARR) segment for documenting required ASIP inspections, aircraft structural repairs and reports of damage to aircraft structures. A major function of the United States Air Force (USAF)-AIRCAT system is to provide data to generate the ASIP report. This report is used to make decisions regarding modifications, acquisition, reassignment and retirement of the Air Force C-130 aircraft.

2. Responsibilities.

2.1. The Quality Assurance (QA) chief will monitor the ASIP program and perform quarterly inspections to ensure compliance and operational inputs into the AIRCAT system.

2.2. The ASIP project Non-Commissioned Officer (NCO) for Maintenance reporting will be a member of the Fabrication Flight and will ensure accurate and timely reporting in accordance with applicable technical data.

2.3. The ASIP project NCO for Operations will be a member of the 773rd Airlift Squadron & 757th Airlift Squadron Flight Engineer sections and they will ensure the aircraft usage is reported in a timely manner in accordance with 1C-130-101, page 2 paragraph 3 and review reporting rates to ensure compliance.

3. Maintenance Group Reporting Requirements.

3.1. The Maintenance actions that require reporting will be identified in the specific work cards, T.O. or Time Compliance Technical Orders (TCTO). For example Isochronal (ISO) work cards, T.O. 1C-130A-3, *Structural Repair Instructions* & T.O. 1C-13A-36, *Non-Destructive Inspection Procedures*. A current copy of all work cards requiring Inspection, Corrosion and Repair Reporting (ICARR) inputs will be in the Maintenance Group ASIP monitor's binder.

3.2. Any Maintenance actions that are reported in ICARR as a defect that requires a repair action, the repair action must also be reported in ICARR in accordance with T.O. C-130A-23, *System Peculiar Corrosion Control*, chapter 1, section IX. At deployed locations, data may be entered on a laptop or notebook computer with AIRCAT/ICARR loaded on them. Data may be uploaded to ICARR at deployed location if connectivity is available, or upon return to home station.

3.3. The project NCO for maintenance will report completion of ICARR inputs to the ISO dock chief during the post dock briefing commensurate with the conclusion of each aircraft ISO inspection

3.4. A training syllabus will be developed by the project NCO so that consistent training can be conducted by user sections. This syllabus will be in the ASIP monitor's binder.

3.5. A list of authorized users (MXG only) will be maintained in the ASIP monitor's binder.

3.6. Plans & Scheduling will review and schedule in the ISO package all Non-Destructive Inspection (NDI) requirements and will identify them as ASIP requirements from the 1C-130A-6, "Aircraft Scheduled Inspection and Aircraft Maintenance Instructions" and associated ISO work cards in accordance with AFI 21-101 para. 14.6.7.

4. Operations Group Reporting Requirements.

4.1. For all 910th Airlift Wing (910 AW) aircraft, the flight engineer must document a C-130 E/H Series Flight Data worksheet that is located in the mission folder to record each flight during debrief. Once completed, the worksheet will be returned to the mission folder and the flight engineer will subsequently forward the worksheet to the designated Operations Group ASIP representative or the command post for input into the AIRCAT system. The worksheet may be discarded 90 days after the data has been entered into the system.

4.2. Data will be entered into the AIRCAT database by operations personnel using the Usage Database Input (UDI) software after the completion of each mission. Alternatively, data may be entered on a laptop or notebook computer with the alternative mobile UDI software, and then downloaded to the AIRCAT server upon return to home station.

5. Adopted Forms:

AF Form 847, *Recommendation for Change of Publication*.

UDO K. MCGREGOR, Col, USAFR
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 21-1, *Air and Space Maintenance*, 25 Feb 2003

AFI 21-101, *Aerospace Equipment Maintenance Management*, 29 Jun 2006

AFI 63-1001, *Aircraft Structural Integrity Program*, 18 Apr 2002

T.O. 1C-130-101, *Implementation of C-130 Series Aircraft Usage Report*

T.O. C-130A-23, *System Peculiar Corrosion Control*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFPD—Air Force Policy Directive

AFMAN—Air Force Manual

ASIP—Aircraft Structural Integrity Program

T.O.—Technical Order

MXG—Maintenance Group

OG—Operations Group

AIRCAT—Automated Inspection, Repair, Corrosion and Aircraft Tracking

UDI—Usage Data Input

ICARR—Inspection, Corrosion And Repair Recording

USAF—United States Air Force

QA—Quality Assurance

NCO—Non-Commissioned Officer

TCTO—Time Compliance Technical Orders

ISO—Isochronal

NDI—Non-Destructive Inspection

AW—Airlift Wing

OPR—Office of Primary Responsibility

AF—Air Force Form

RDS—Records Disposition Schedule

AFRIMS—Air Force Records Information Management System